within Rs. 52 crore depending upon projects/estimates preparation by the State Government.

(B) Projects proposed in National Highways Development Project Phase-Ill:

Phase IMA:

Four-laning of Hazaribagh-Ranchi section of NH-33

Phase IIIB (DPR Preparation):

Barhi-Hazaribagh and Ranchi-Jamshedpur sections of NH-33.

Operation of Valiarpadam Trans-shipment hub

2536. MS. MABEL REBELLO: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) when would the Valiarpadam trans-shipment hub be fully completed and operations started;

(b) whether this would be sufficient for all our shipping needs of trans-shipment or we have to depend upon Colombo, Singapore or Dubai for trans-shipment;

(c) the amount of revenue in terms of rupees the country is loosing by not having sufficient trans-shipment hubs in India alone; and

(d) how does his Ministry propose to make Indian shipping industry self-sufficient for trans-shipment?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) As per the Licence Agreement signed by Cochin Port Trust with the Build, Operate and Transfer (BOT) operator, M/s India Gateway Terminal Private Limited, the BOT operator is obligated to commence commercial operations of Phase-I of the International Container Trans-shipment Terminal (ICTT) not later than twenty four (24) months from the date of commencement of construction works.

(b) to (d) There has been a steady decline in trans-shipment of Indian origin/bound cargo at ports outside India over the past few years as a result of development of facilities for handling direct to destination cargo in the Indian ports. It is not possible to compute the loss if any, to the country

on account of not having sufficient trans-shipment hubs. However, the objective is to reduce the transaction cost for Indian trade. Under the National Maritime Development Programme (NMDP), a total of 276 projects have been identified including projects for deepening of channels and development of container terminals/berths in various Major Ports to be taken up for implementation over the period upto 2011-12. This is a part of an on-going process keeping in view the demands of the maritime trade.

Development of Ports in Kerala

2537. DR. K. MALAISAMY: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state: ,

(a) while the fast development of Kochi Port including the two areas Vallarpadam and Puduvypeen are welcome, what are the reasons for the same tempo missing in developing Colachal and Cuddalore ports;

(b) the bottlenecks in speeding up the development of these ports if there are any bottlenecks when they can be got over and the development can go at good speed; and

(c) would there be a time frame to complete the development of these ports entirely?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R .BAALU): (a) to (c) Development of ports is an ongoing process keeping in view the demands of maritime trade. While developing the major ports including Cochin Port, the Central Government's endeavour is to encourage the process of development of the non-major ports, which are under the jurisdiction of respective State Governments including Colachal and Cuddalore ports in the State of Tamil Nadu.

NH from Delhi-Haridwar

†2538. SHRI AMIR ALAM KHAN: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the progress of construction work of four lane road on National Highway from Delhi to Handwar:

†Original notice of the question was received in Hindi